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1.30 p.m. to 2.00 p.m. Every 15 minutes.
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THE ALUMINIUM INDUSTRY.

A recent issue of the "Bulletin" of the American Iron and Steel Association contains an interesting account of the development of the aluminium (aluminum) producing industry in America.

Fifty years ago aluminium was a chemical curiosity. Soon afterwards small quantities were produced in Europe for commercial purposes by various processes, but the production abroad did not enter largely into the art until after the manufacture of aluminium on a large scale was developed in the United States through the invention in 1826 of the electrolytic process by Charles M. Hall, a native of Ohio. This process is now in universal use, and it is exclusively used in this country.

In a report of the United States Geological Survey for 1892, the statement was made that "practically all the pure aluminium which has been made in the United States has been made in accordance with the electrolytic process covered by Hall's patents." Mr. Hall's process has so reduced the cost of aluminium that the metal is now in common use. The production in the United States in 1893, before Mr. Hall's invention, was only 37 lb., a purely laboratory product, but in 1903, it amounted to 7,300,000 lb., and in 1905 the consumption of aluminium in the United States was 11,347,000 lb. The production has since been steadily increased.

In August, 1893, the Pittsburgh Reduction Company was organized solely to manufacture aluminium under Mr. Hall's patents and works for this purpose were built in that year, at Pittsburgh, and put in operation in November. The name of the company has recently been changed to the Aluminum Company of America. It is the only company in the United States that is engaged in the manufacture of aluminium. The works at Pittsburgh were located on Smallman street, between Thirty-second and Thirty-third streets, with the Carnegie Steel Company's offices on one side and the Union Iron Mills of Carnegie Brothers & Co. on the other side. In 1899 these works were greatly enlarged, and in the following year they were moved to New Kensington, a suburb of Pittsburgh, and again enlarged in 1903. They are still in active operation. Other works now operated by the company are located at Niagara Falls, at Massena, St. Lawrence county, New York, and at Shawinigan Falls, Province of Quebec. The first works at Niagara Falls were started in 1895, and in 1896 they were enlarged and new works were built.

Alumina made from Greenland cryolite was used at first by the Pittsburgh Reduction Company in the manufacture of aluminium, but very soon bauxite from Alabama and Georgia was substituted, and its use has proved the best results. The bauxite is day purified at works at East St. Louis, Ill., owned by the Aluminum Company of America, and thence taken to various manufacturing plants of the company and converted into pig aluminium. In 1895 the manufacture of pig aluminium at New Kensington was abandoned. The works at that place have since been devoted to converting pig aluminium into more or less finished forms. In later years these works have been greatly enlarged.

The first president of the Pittsburgh Reduction Company was the widely known Pittsburgh engineer, Captain Alfred E. Hunt, who remained its president until his death in 1899. The original capital subscribed was Pittsburgh capital, and the business was entirely a Pittsburgh enterprise. Mr. Hall went to Pittsburgh in 1895, when the company was organized, and has identified with it ever since, at present being vice-president. Since Captain Hunt's death, R. B. Mellon of Pittsburgh, has been president of the company, and Arthur V. Davis, its secretary and general manager, has been its active executive head. The original capital was \$2,000,000; the present capital is \$3,800,000.

When first put on the market aluminium was used only in the manufacture of optical instruments, dental plates and similar light articles. In 1890 the manufacture of aluminium cooking utensils was commenced. One of the earliest uses of aluminium was as an alloy in the manufacture of steel, aluminium being added to the extent of one-tenth of one per cent, or less, to remove the dissolved gases and make the steel solid both for castings and for steel plates. It is used to-day.

Prior to Mr. Hall's invention in 1826 the price of imported aluminium in our market was not less than \$15 per pound. In 1895, when the works of the Pittsburgh Reduction Company were started, the price of imported aluminium dropped to \$4 per pound. A short time previously the price had been \$7 and \$8 per pound. The Pittsburgh Reduction Company soon reduced the price of aluminium to \$2 per pound, and in 1898 the price ranged from 65 to 75 cents per pound. In 1907 it is 43 cents.

SERIOUS DISTURBANCES IN PERSIA.

TWO HUNDRED AND FIFTY PEOPLE KILLED.

A message from Teheran, dated May 26 said:—For a considerable time the people of the province of Burzujir have been complaining of Shah of Dowlat's government of the Shah and Luristan, who has collected a number of Lurs who plunder the villages in the district. The Minister of the Interior on Thursday informed Parliament that a detachment of troops with Fakhri irregulars would be sent to restore order. Shah of Dowlat is a brother of the Shah, and is married to a daughter of the chief of the Pashat-Kuh Lurs.

Disorders have occurred in Shiraz which, a member of Parliament was instigated by an influential priest who was named. Disorders have also occurred in the neighbourhood of Teheran, which members of Parliament declared to be instigated by the Government.

Reports having come in yesterday from Tabriz that Rabin Khan's irregular house, under the command of his son, had plundered some more villages and killed 250 people. Parliament sent a telegram to the Shah and the Azam asking that prompt and energetic action might be taken. The reply was to the effect that the Shah and the Azam had no authentic information regarding the reported disturbances, but that they would make inquiries, and if the reports were confirmed the offenders would be punished. Parliament was not satisfied with this reply, and expressed the opinion that the disorders were caused or instigated by the Shah himself.

A crowd which gathered outside the Parliament building made a demonstration against the Shah, and there was much sedition talk. The banners were closed; they reopened this morning, but closed again at 8 a.m.

Joint measures are now being taken by the Persian and British authorities to stop the traffic in arms by sea to Afghanistan and Baluchistan.

A telegram to the New York Herald (Paris edition) from Teheran states that a force of irregular Cavalry, acting on the orders of the Shah, attacked the local Legislative Assembly at Teheran, and that 250 persons were killed and wounded, including six members of the Assembly.

THE GERMAN EMPEROR.

HIS INTEREST IN ART.

An interesting book which will create considerable stir in the German artistic world is announced. It will be a work of what is called "monumental" dimensions, and will deal with the Emperor's relations to art. The well-known art critic, Professor Rösser, will edit it, and its text will be profusely illustrated, among the illustrations being reproductions of forty-six original sketches by the Emperor himself, which will be published for the first time. Architects, painters, sculptors, and scene-painters with whom the Emperor has been in frequent contact, will contribute their impressions to the book, and as the State authorities are supplying the editor with all the necessary materials it may be assumed that Professor Rösser's project has received the Emperor's sanction.

The book will tell us exactly the part which His Majesty has taken in the building of the Berlin Cathedral and other churches, in the planning of museums, the restoration of ancient castles, in the decoration of the streets and public squares of Berlin and other cities with statues and other monuments, in scene-painting for the Royal theatres, in landscape gardening, ornamental arboriculture, &c. It will also deal with the Emperor's critical views on art subjects, revealing him as a critic of exceedingly pronounced views. These views he has not only expressed in public speeches and in lectures to professional artists, but, as we hear for the first time, in marginal notes in books and newspapers which he has been reading. On the margin of one journal in which there was a somewhat rhetorical article about the proposed new statue for Richard Wagner, the Emperor summarised his contempt for the writer's views by writing "Das ist ein schlechter Artikel, er ist nicht zu lesen." In English vernacular as "This is a bad article, it is not worth reading."

With regard to the Emperor as a creative artist, the forthcoming book will have some very flattering things to say. Hitherto his activities in this direction have only been known to the general public by sketches of ships and his famous picture of ten years ago with its allegorical rendering of the Yellow Peril, but in Professor Rösser's work we shall have sketches in pen and pencil of monuments, theatrical scenes, &c., all exhibited, as they are said to show that the Emperor possesses an extraordinary knowledge of the technique of art. In several drawings the Emperor attempts the difficult task of rendering masses of people in motion.

GERMAN TRADE.

AMAZING PROSPERITY.

An amazing story of the prosperity of Germany is contained in a report on the trade of Germany in 1906 by Dr. Paul Schwebach (British Consul-General at Berlin), which was issued by the Foreign Office. Dr. Schwebach declares that the quantities of goods placed on the market at home and abroad during last year by German factories have in almost every trade assumed record proportions. Industrial concerns, especially in the iron and steel trades have been straining every nerve to keep up with orders. Works have been extended to the utmost capacity, but in many instances the manufacturers have not been able to satisfy the demands of their customers.

The money market was affected by the enormous demand for capital to meet the expansion of trade, and the demand for raw material was so great that the home supply was exhausted, and large quantities had to be imported. Workpeople of all classes were in great demand, and were employed at higher wages than ever before. Many skilled workmen were imported from England and other countries. Even then double shifts were the rule in many trades.

An accurate idea of the amazing general prosperity of the country may be gained from two sets of figures supplied by Dr. Schwebach. Both have reference only to Prussia, but he declares that they are fairly representative of the conditions throughout the German Empire.

In the first set the growth of savings bank deposits is given, and it is shown that the deposits in Prussian savings banks have increased by £27,000,000 in 1906, the total deposits at the end of the year being £115,000,000. The increase in one year represents more than the total sum on deposit in all the savings banks in 1870.

The second set of figures is even more significant. It shows the increase in the number of persons liable for income tax since 1892, and the increase in the total amount of wealth subject to the tax. The table is as follows:—

Year.	Income-tax payers.	Amount liable to tax.
1902	2,437,886	£298,69,882
1896	2,654,444	313,077,004
1900	3,379,534	412,439,347
1904	4,675,189	501,041,014
1906	4,675,189	501,041,014

This table shows an increase of 92 per cent. in the number of persons liable to the tax since 1892, when the present law went into effect, and the total income of the taxpayers has increased nearly 80 per cent. in the same period.

Some very interesting and significant tables are those dealing with Germany's trade with the United Kingdom. The following table shows the growth of imports and exports, excluding bullion and coin, and Dr. Schwebach points out that while the imports to Germany from the United Kingdom were almost entirely raw materials or partially manufactured products, the exports to the United Kingdom were almost wholly finished products. That is to say, Germany took our raw material, on which comparatively little British labour had been expended, worked it up with German labour, and sent it back to be used by Englishmen.

Year.	Imports from the United Kingdom.	Exports to the United Kingdom.
1897	£28,380,450	£24,957,950
1898	28,316,000	27,036,350
1899	30,647,350	40,074,800
1900	35,959,500	43,091,600
1901	27,634,300	45,397,450
1902	27,865,550	47,311,600
1903	28,701,450	49,112,800
1904	30,773,350	49,274,200
1905	31,938,750	52,121,750

One section of the report is devoted to the growth of the electrical industry in Germany. In 1902 the share capital invested in this industry was £3,000,000, and a dividend of 8 per cent. was paid. In 1906 the share capital was £5,000,000, and the dividend was 11 per cent. Among the profit-making concerns mentioned which went to German firms was that for the electrification of the London, Brighton, and South Coast Railway between Victoria and London Bridge.

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CRICKET AND GOLF.

"Jesop" writes in a contemporary:—From the moment of my becoming a devotee on the royal and ancient pastime up to the present time the question as to which game presents the more difficulties to the beginner has frequently been running through my mind. I have debated the point with others placed in the same position, and the result is that of a player who has taken to golf after a lengthy career in the cricket field. On the whole, opinions, I found, were very evenly divided. For my part, I plump unreservedly for golf as being the more difficult game.

It is not so much in the matter of "bunkers" wherein the difficulty lies as it is in the method and skill which have to be imparted for the proper achievement of the different strokes. One implement alone is required by a batsman for the furtherance of his object of run-making, but even the most unpretentious of his golfing brethren cannot engage in his favourite pursuit without at least five clubs in his bag. This, of course, is an extremely moderate estimate of the amount of implements necessary for the game, but at least seven or eight clubs would be about the average number, yet the lesser quantity would be sufficient—at any rate, for a humble beginner.

Now, presuming that the driver can be dispensed with until some of the troubles which beset his path have become retrospective, his outfit would consist of—let us say—a brassie, an iron, a maulie, a niblick, and a putter. With the exception of the brassie, which exists between the maulie and the niblick, all these instruments are entirely different, and each of them requires a different method of manipulation. Small wonder if, at the outset, the beginner finds matters very puzzling. Even to the mature golfer incidents such as a "lie" place a considerable tax upon his ready resources. It is different with the batsman. He never finds himself at a loss in the execution of his play. He has not to think whether he shall strike his heavy or his light iron to Rhodes or his niblick to Besanquet. He has only his driver.

Even the small matter of "gripping" a golf club is by no means a simple one. Indeed, it is the greatest difficulty to him who has been used to wielding such a large instrument as a cricket bat. By reason of its size one must grip a bat tightly, and, moreover, with the right hand. Every moment of golfing life the golfer is in the "grip" of his club, and he must remember that the simplest part of golf and one of its most essentials is the "drive"—and yet here even scratch players frequently come to grief.

In the sweeping of the ball off the "tee" there are so many things to remember. One has to be so careful as to one's "grip" then the "stance" has to be worried about, the swing of the body when actually playing the ball to be thought of, and the most important and most important of all, the "follow-through." But the golfer, though he may occasionally benefit from a "topped" maulie shot which when fortune favours him in this respect he complacently remarks is "as good as a better," seldom escapes the penalty arising from a bad stroke. Under favourable conditions, such as a fast wicket for the cricketer and a fast ball for the golfer, the former has much the better of the argument, but the matter of difficulty. But although frosty weather and muddy greens do not bring unalloyed happiness to the golfer, yet when sticky wickets begin to make their presence felt no difficulty that he has experienced is quite so great as that presented to the "battered" cricketer. But even this slight handicap of a sticky wicket does not level the ground, for the golfer who possesses the most difficulties of the game, entirely a summer game, and as such is caught out—except for an occasional visit of the journalist's friend "Jupiter Pluvius"—under favourable circumstances, whereas golf is pursued all the year round—come rain or shine.

It is a mistake to suppose that, because a cricketer is able to negotiate successfully a sliding ball hurtling along at express rate, the cricketer of a wicketing ball is to him a much easier task. Quite the reverse is the more difficult. The ball being a larger instrument gives him a greater latitude for inaccuracy. If he does edge the ball he does not always suffer for it. Occasionally he may be luckier in the "slip." On the "plumb" wicket he may survive for a long period by merely playing the pitch of a ball, and not by watching the ball on to the bat, as one might do on a difficult wicket. In other words, he does not keep his eye on the ball in a golfing sense. Directly he hits the ball up goes his eye to watch the flight of it, and he tries to do this at golf, with inevitable disaster. Such a small object as a golf ball would be difficult to hit accurately, even with a cricket bat; how much more so then is it to tackle with a golf club.

At cricket one may refuse to play at a ball if one wishes—a distinct advantage to the batsman. You've got to play the ball wherever it may lie at golf. Yes, verily golf is a more difficult game. To those who have enjoyed the pleasures of both games these few remarks will especially appeal—but to the one game man—he be cricketer or golfer—a little bit of golf will be enjoyable. Some will naturally like to imagine that their own particular game, at which they have attained some proficiency, possesses a greater "terror" than to these I would say: Try both.

JAPANESE CRITICISM OF BANKING.

The Tokyo Asahi reports to the discussion of the Government protection of the Yokohama Specie Bank. The special protection of the bank by the Japanese Government began in 1886 and since then the degree of protection has gradually increased. The Specie Bank is the only Japanese exchange bank. In the business of an exchange bank of such a difficult nature as to require official assistance to such an extent as to borrow £20,000,000 to £30,000,000 of capital practically without interest, such an contemporary. It is really so difficult to conduct such business there may be a semblance of justification for a share of the Government protection which is granted in the name of the encouragement of foreign trade. If, on the contrary, it can be shown that the business of an exchange bank is not difficult but would prove very profitable under proper management without any outside assistance the protection which is now given to the Specie Bank would seem to tend to defeat the object in view as it gives the bank a monopoly and excludes competition.

The Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia, and China, are the two leading exchange banks doing business in the Far East and our Tokyo contemporary reviews the business

of these institutions. The former, at the general meeting of shareholders held at Hongkong on February 26th, declared a dividend for 1906 at the rate of 13½ per cent. besides setting aside \$750,000 for reserve and carrying forward \$1,720,000 to the new account. Is this not an extraordinarily good result? The Directors of the bank submitted a proposal to increase the capital from 10,000,000 to \$15,000,000 to meet the requirements of the time, and the proposition met with the ready approval of the shareholders. The Hongkong and Shanghai Bank enjoys no government protection or privileges, yet the business is eminently satisfactory and prosperous. The Chartered Bank also paid a dividend of 13 per cent. for last year after making provision for reserve, etc., and the directors further recommended an increase of the capital from £200,000 to £250,000. These two are the leading exchange banks doing business in the Far East and are showing very good results as outlined above, without any government protection or privilege. Unless Japanese are not particularly incapable of doing banking business on the same lines as foreigners there can be no doubt that the business of exchange banks should prove profitable without official assistance. The protection of the Specie Bank, which is not only unnecessary but distinctly pernicious as it prevents competition. So long as the Government extends special treatment to the Specie Bank nobody will enter into competition with it, simply because it is useless to do so. Nobody could expect to successfully compete with an institution which employs capital for which practically no interest is paid, or in other words it would be similar to entering into competition with the Japanese Government. Even the two foreign banks referred to above are said to be unable to compete with the Specie Bank in the matter of discounts of bills of exchange. The protection of the bank must mean so much injury to the interests of foreign traders or an obstacle to the growth of Japan's foreign trade.

SHARE REPORT.

Messrs. Frick, Goorg & Co. say in their weekly share report, dated June 29th 1907:—Another week has passed by without bringing any improvement, and business has been of a very moderate description. The sterling demand rate of exchange on London closes at 2s. 2½d., while rates on Shanghai are 7s. 7½d. for a Bank T/T and 7s. 7½d. for a three days' sight private draft. Bankers' London is quoted at 30.15.16d., and Consols 84.11.16.

BANK SHARES.—Hongkong and Shanghai have been done at the reduced rate of 80½, closing much firmer at 87½, while fractional new certificates have been dealt in at 187½ to 191½, £71 and £35 respectively, closed at £104½ for old shares on new issue, £79 for old shares on new issue, and £45 premium for new shares. Shareholders are reminded that the dividend of 2½ per cent. declared for 1906 shares will be payable on Monday the 1st proximo. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions sold and have buyers at 78½. Canton changed hands at 270, closing with buyers at that rate. Other stocks under this heading unchanged.

FIRE INSURANCE SHARES.—Hongkong's are unaltered. Chinas sold at 88 and 85, and with further buyers at 88, and probable sellers at 87.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares changed hands at 32½, 33½ and 34½, closing with buyers at 33½. Indo-China sold at 70 and 69, which latter is the closing quotation at the meeting held in London on 22nd instant. The accounts were passed and a dividend of 2½ per cent. declared (see circular). China and Manilla are steady at 81½. Douglas and Siam are in demand at 81½. Star Ferries are unchanged. Shell Transport, after sales at 47s, have declined to 4s. sellers; the London quotation is 43. 9d. sellers. Union Waterboats are steady at 112½.

MINING SHARES.—Charbonnages can be placed at 480; at the ordinary general annual meeting of shareholders, held in Paris on 31st May 1907, the report and accounts for 1906 were passed. The total production of coal during the year amounted to 247,800 tons (against 242,772 tons in 1905 and 230,982 tons in 1904), while sales amounted to 224,413 tons (against 223,378 tons in 1905 and 47,238 tons in 1906). Sales of briquettes amounted to 37,575 tons (against 38,101 tons in 1905 and 77,705 tons in 1904). The profit and loss account, including £83,932 carried forward from 1904, out of which a dividend of £2,000,000 per share (against £1,500,000 for 1905) has been declared (see 35 per share paid on 1st March, 1907, leaving £35 to be paid on 1st September, 1907), absorbing £1,124,000, leaving £9,898,600 to be carried forward to new account. The insurance fund now stands at £9,490,000. The debentures have been reduced to £3,440,000, by the repayment of £5,000,000 during the year. Stocks of coal, briquettes and pitch at the different depots figure with £1,706,524 (against £1,144,931 at end of 1905). Rafts, after sales at 64 and 64½, have sellers at 64. Chinese Engineering and Mining Company's shares have buyers at 15½.

REFINERIES.—China Sugars have dropped to sales at 100. Luzons are unchanged. DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Shares sold at 106, but more are on offer. Fenchies and New Amoy Docks are unchanged. Shanghai Docks are quoted 76, after a sale at 75. Hongkong and Kowloon Wharves sold and are obtainable at 79, while Shanghai and Hongkong have advanced to 75. 22½.

LANDS, HOTELS AND BUILDINGS.—A few Hongkong Lands sold at 106, but more are on offer. Kowloon Lands have been fixed at 97. West Points are steady at 85, while Hongkong Hotels are offering at 118. Humphreys' Estates changed owners at 101. Shanghai Lands have dropped a Tal, and are quoted 71. 2 old and 71. 10 new respectively. COTTON MILLS.—Shanghai quotations are: Ewoh Tls. 63, Internationals Tls. 50, Laoow Tls. 50, and Soychoes Tls. 33. Hongkong Cottons are unchanged, sellers 111. SUN, RY MANUFACTURING COMPANIES.—Hongkong Electric is quiet at 143. Dairy Farms sold at 144 and 141, closing with buyers at 145. Green Island Cements changed hands at 164 and 161, closing quiet but steady at the higher rate. Ropes have improved to buyers at 82. Other stocks under this heading are unchanged.

MISCELLANEOUS.—China Providents have been done at 89. 9 and 89, closing with further sellers at the higher figure. Peak Tramway Shares sold and have further inquiries at 104. Watsons sold at 114, but can be obtained now at 114. Watkins sold and have sellers at 83. Other stocks under this heading are unchanged.

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THE COMING RED CROSS CONFERENCE.

JAPAN'S WORK IN THE PAST.

Baron Ozawa Takeshi and Dr. Ariga Nagao, as delegates from the Red Cross Society of Japan to the coming Conference, are now in London. The Red Cross organization in Japan has given abundant proof in the past Twenty-one years, since Japan joined the Geneva Convention, of its power to mitigate human suffering and relieve distress. Its record in the Russo-Japanese War was, as respects the personnel of the forces engaged in the Society's work: At home, 2,493; at the front, 1,495; on board ship, 1,305; total, 5,293. Of these 78 died at the post of duty. The number of patients treated amounted to 1,015,129 Japanese and 28,379 Russian prisoners. Precisely equal care and attention of course, were given to the wounded who came under the Society's ministrations, whether friend or foe at the outset, and those Russian prisoners who were treated at Matsuyama and elsewhere in the Society's hospitals carried away with them, it may be hoped, pleasant memories of the country in which they were compelled to make a brief sojourn.

There has been steady progress on the part of the Society since its establishment in Japan in 1886, but its record was more especially brilliant in 1894-95, when Japan fought China in the Boxer struggle of 1900, and in the recent fierce struggle with Russia. In 1900 the Society's two steamers, the *Kosai Maru* and the *Hakui Maru*, did excellent service in bringing across to Japan the sick and wounded from China, both Japanese and foreign. In accommodation and general arrangement the present hospital of the Society in Tokyo is reported the best in the Far East, and nurses there undergo three years' study. Every local branch of the Society likewise maintains a nurse training service, though of two years' duration only, and since the system of giving this special training was inaugurated in 1890 thousands of fully competent nurses have been sent out from the various 24, 30s, and invaluable aid has been rendered at home and in the field. No member of the Red Cross Society of Japan exceeds 14 million in number, or roughly one in forty of the population. The two vessels mentioned made 614 voyages during the period of the late war on their errands of mercy, and the sums disbursed in relief work of one kind and another amounted to 44 million yen, or approximately £455,000.

Japan, prior to our country joining the Geneva Convention (Hakusha Jien Philanthropic Association), it having been organized in 1877 to send relief to the sick and wounded in the Sino-Japanese Civil War, which broke out in the spring of that year. Its services were given to Imperialists and rebels alike. On the conclusion of the campaign, though the society had desired that it should be made permanent, and that in time of peace the members should prepare to render medical aid in time of war, and later on, when Japan joined the Geneva Convention, the Hakusha became affiliated to the International Red Cross Society, and the official sanction of the Japanese Emperor was readily obtained.

The Emperor of Japan always attends the Society's meetings, offers her suggestions, and visits the Tokyo Hospital regularly, to which the sum of 15,000 yen (£1,500) is annually contributed by the Imperial Family out of personal funds. The General Director is his Imperial Highness Prince Kanin, brother to the Prince Fushimi now visiting Great Britain, the President is Count Mat-suoka, formerly Prime Minister of Japan and long Finance Minister, and the Vice-President are Baron Hanabusa and Baron Ozawa, the latter being the delegate on this occasion to the Conference. His appointment, which came from the Emperor direct, was designed to afford some indication of His Majesty's appreciation of the circumstances that the meetings are to be held in the land of his august Ally, to which Japan is joined by so many ties of friendship and goodwill. Baron Ozawa is a retired General of the Japanese Army, who was prominent in the early days following the Restoration. There was a conversation at the British Legation in Tokyo, one evening, when the late Sir Harry Parkes gave a reception to meet Sir Samuel Baker, the explorer, who was at the time making the tour of the world, the participants in the discussion being Sir Samuel, Baron Ozawa, Major (now General) Murata, the inventor of the famous rifle of that name, and a gentleman now in London who acted as interpreter. The conversation turned upon the weapon then used by the Japanese troops, Sir Samuel, himself a dead shot, maintaining that from his experience what was needed was a shorter rifle and shorter bayonet. The two Japanese military men took careful note of the explorer's suggestions, and who shall say to what extent this timely hint may not have affected the course of future events? Baron Ozawa is one of the oldest order of officers, and his experience dates from days antecedent to the Meiji Era, when the Samurai still wore their traditional two swords in their belts. Dr. Ariga Nagao is a Doctor of Laws (Hakigun-Haka), who was formerly Secretary to Muruges Ito, and is a Professor of International Law at the Waseda University. The Conference will also be attended on behalf of the Japanese Government by Colonel Shiba, the Military Attaché to the Embassy in Grosvenor Gardens, and by two other officials now on their way hither.

Only in real activity of the mind can real enjoyment of life be found. The greatest possession of humanity is the remembrance of things well done. It is the courtesy we show to strangers that reveals us in our true light. Nothing is gained by reading a book unless you give to that book more than it gives to you. It is better to be born and have a chance to fight than never to come into the arena at all.

Only in real activity of the mind can real enjoyment of life be found. The greatest possession of humanity is the remembrance of things well done. It is the courtesy we show to strangers that reveals us in our true light. Nothing is gained by reading a book unless you give to that book more than it gives to you. It is better to be born and have a chance to fight than never to come into the arena at all.

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Hongkong, 29th November, 1906.

THE MIDDLEMAN IN CHINA.

One of the weakest points in the position of the foreign man of business in China, is his utter and unavoidable dependence on native intermediaries for the carrying out of his transactions with the people of the country. This helplessness is not, of course, by any means confined to the business man. We all, whatever our vocations may be, have to look to our native hangers-on for assistance in carrying on our daily life. And we do so, while fully conscious that that assistance is a good deal more than the stipulated wage. Take, for instance, merely the running of a household. Foreigners have, we believe, made the experiment of purchasing their own meat, vegetables, groceries, and the like, with a view to saving the extra expenditure supposed to be involved by utilizing a middleman in the shape of the boy or the cook. But it is, after all, extremely doubtful whether the hypothetical saving can really be effected; and it is, at the same time, almost certain that the native and worry of direct dealings with Chinese tradesmen, are cheaply reckoned at the cost of the cook's brokerage or the boy's "squeeze." As a matter of common knowledge, a native will not sell to a foreigner any article whatever at as low a rate as he will to a comprador. It is quite needless to complain about the injustice of such favoritism; differential tariffs of the kind exist all over the Far East, and for that matter, all over Asia. Even foreigners are not treated alike. The *taipin* is bled more freely than his clerk, the consul than his assistant. The motto "Noblesse oblige" is current in Cathay. Probably all classes of life Europeans pay more for the necessities of life than any missionary. And even missionaries, when they are not at home, are, from chiefs of princely houses downwards, and sooner or later, for our own comfort and advantage, whether in household matters or in more important affairs, we are absolutely compelled to rely on native go-betweens for the transaction of business. No familiarity with the language, no intimate acquaintance with the manners and customs of the people, makes the slightest difference. The Chinese are accustomed to the use of middlemen; it is part of their social system; and middlemen they will have. Luckily we have here to do with a people whose honesty in business transactions may be called proverbial. Britons tested it thoroughly during the opium war seventy years ago and on many an occasion since. "Squeezing" there is; it is another social peculiarity of the Chinese. It is so much a necessity that it may be said to be taken as a matter of course and is in a manner legitimized. No money, it is well understood, can pass through the hands of compradors or shroffs, of cook, or coolie, without a percentage sticking on the way. But the percentage is practically uniform and has come to be classed tacitly as a recognised brokerage, and the amount can scarcely ever be said to be other than reasonable.—*Poohow Echo*.

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FARTHEST.**

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"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

SCIENTIFIC MISCELLANY.

REMARKABLE ALLOYS—SINGULAR LIGHTNING
EFFECTS—UNSAFE BUILDING TEMPERATURES
A LOCOMOTIVE THAT DOES NOT PULL ITS
TRAIN—FAILURE OF HAIL-SHOOTING—FIRE-
DAMP BOMBS—DRAPESS UNNECESSARY—
A NOVEL MUSEUM.

The alloys of copper and aluminum likely to
prove useful have been shown by an important
British investigation to be few in number, the
valuable ones being chiefly those rich in copper.
Those having from 11 to 95 per cent of alumi-
num give least practical promise. The alloys
rich in copper rank high in quality, and those
having from 7 to 10 per cent of aluminum are
remarkably similar in physical and mechanical
properties to certain high-grade steels, which
they even surpass in certain respects. An
important discovery is that the widely-known
"aluminum bronze," containing 10 per cent of
aluminum, has as great tenacity and ductility in
the form of small chill castings as in the
rolled bar. Small quantities of aluminum are
found to have a striking influence, and one
tenth of per cent, raised the angle of twist
in copper in torsion 50 per cent, lowering the
electrical conductivity 23 per cent.

A remarkable photograph taken in a Brussels
street by P. De Heen shows curious luminous
effects from each of the arc lamps at the instant
of a lightning-flash. Bands from the lamps to
the ground are thought to have been caused by
conduction currents, but the effects also include
two luminous filaments emanating from each
lamp, one forming a closed curve and the other
having a lasso-like curl at its extremity.

As a safeguard against defective construction,
Prussia, Germany, prohibits the building of
walls and sewers with cement, or using concrete,
when the temperature at 8 a.m. is below 25 deg.
F., and with lime at 21 deg. When freezing
delays hardening of concrete, the wooden frames
must be kept in place until the end of the cold
weather.

The so-called "Road train," which is
already being used for carrying farm products
on the roads near Boulogne, consists of a series
of six-wheeled trucks running behind but not
drawn by a gasol, steam or oil "locomotor,"
each vehicle being self-propelled through its
center pair of wheels. The power is transmitted
to these wheels from the engine of the locomotor
through a differential gear and a system of
flexible couplings. A special advantage is that
the locomotors can be made powerful but light,
requiring no extra weight for adhesion, and the
train can be run over bridges much too weak to
sustain traction engines of the ordinary type.
The speeds so far tried seem to be about four or
five miles an hour. These rail trains are
somewhat expensive to run, but they offer
advantages in agricultural districts, and give
special promise for military transport.

Of attempts to change the weather, rain mak-
ing has been generally regarded as a delusion,
and now it is proven that bomb firing as a means
of preventing hail is quite useless. "Hail-
shooting" had gained the confidence of wine-
growers in the Alps to such an extent that in
1902 the Italian Minister of Agriculture
appointed a commission to make conclusive tests
of its efficacy. In the five years that have
passed since then many experiments have been
carefully watched, and the commission reports
that shooting the clouds had absolutely no
effect, and that protection must be sought
along wholly different lines.

The fire-damp detector of M. Hardy, a
Frenchman, is an ingenious application of the
microphone. The pipes of equal pitch—ones in
the mine and the other above ground—are
sounded simultaneously, and the sound waves
impinge on microphones connected in series
with a telephone. If both pipes are in pure air
a clear note is heard in the telephone. If the
pipes are in air of different density, beats are
heard, and these give warning of the presence
of fire-damp in the mine.

Loss of hearing is preventable in 95 per cent
of the cases, in the opinion of Dr. W. Schier
Bryant, who would give as much care to the
ears as to the teeth, and would have an otologist
consulted after every cold, when anything
unfavorable is noticed, and regularly once a
year. The most insidious changes are of two
kinds—those chiefly inflammatory and those due
chiefly to defective ventilation. The inflamma-
tion first causes congestion, then contraction,
anemia, faulty nutrition, atrophy and degenera-
tion; the choking of the Eustachian tube gives
the same results through direct congestion, and
stagnation of blood and lymph. Reduced or
increased pressure on the drum flaps or extends
the chain of ossicles or little bones. Either
condition prevents the best sound trans-
mission, and when long continued, produces
lasting effect.

A public electrical museum and laboratory
lately opened at Brussels is designed to promote
electrical enterprise in the country, and is
equipped with all kinds of models and apparatus,
that can be seen and tried by the visitor. The
museum has four main halls. One is given up
to the demonstration of the laws of the electric
current; the second contains machines producing
electric or magnetic phenomena, electro-
chemical apparatus, lamps, motor-driven
agricultural machines, etc., with sections of
telegraphy, radio-telegraphy and telephony;
the third is a large reading room, with many
scientific publications; and the fourth has
dynamoes, motors, and other heavy machines.
A number of professors give their time to lectures
and laboratory work.

Denmark claims some interesting specimens
of marine architecture in the five oldest vessels in
the world. The "Albertine" was built in 1794;
the "Constance," in 1795; the "De Wende
Bridges," in 1796; the "Danish Hanser" in 1798;
and the "Marie," in 1776. All are still in regular
service, some even trading to Iceland.

FORTY MILLIONS IN A YEAR.

Mr. Stead, in the *Review of Reviews*, de-
scribes the impression Pittsburg made on him
during his recent visit, and tells incidentally
how Mr. Carnegie made forty millions sterling
in a single year. The year before Mr. Car-
negie sold his interest in his business for
\$30,000,000 sterling, he had offered to sell
out for the sum of \$20,000,000 sterling. The
person to whom he offered the whole of his
interest for the smaller sum had to pay a
million dollars forfeit for not taking up the
option. If the holder of the option had been
successful in raising the \$20,000,000 Mr.
Carnegie would have retired with a fortune
of \$2,000,000 but as the money was not forth-
coming the million dollars went into Mr.
Carnegie's pocket, and he still remained owner
of his interest in the Carnegie concern. It
was in the next year that Mr. Pierpont Mor-
gan became alarmed by the competition which
Carnegie offered to his Steel Corporation,
and as the result of the menace of that com-
petition, which he had previously valued at
\$20,000,000 sterling for \$20,000,000 sterling.
Therefore, adds Mr. Stead, the \$40,000,000
sterling, or two-thirds of his whole fortune, was
paid to him, not because of any industrial
activity on his part, but owing to the manner
in which he succeeded in impressing upon Mr.
Pierpont Morgan the fact that he must be
bought out at any price. According to Mr.
Stead, Mr. Carnegie is now as rich as ever he
was, if not richer. He has achieved great suc-
cess in the course of his long life, but he has
never made a more dismal failure than in the
attempt to dismember himself of his millions.
It seems almost incredible that since he sold
out his interest in the iron and steel works for
sixty millions sterling, although he has been giv-
ing away money by the shoreful in the Old
World and the New, he has utterly failed to make
the smallest indent upon the capital sum with
which he started. At one time he did, indeed,
succeed in making a little hole in the mass of
his wealth. Two of his later gifts, of \$2,000,000
each, did entail a drain upon his capital, but as
if to mock his ambitions and tell his efforts the
value of the debatable stock in which his
money is invested—10 per cent, so that,
instead of being four million pounds poorer
than he was when he started, he found himself
at the beginning of this year two million pounds
richer than when he began his distribution.

LEADING LADY AT SEVENTEEN.

MISS MARIE LOHR'S EARLY TRIUMPHS.
To be still "sweet seventeen," charmingly
pretty, and to be found in one night into the first
rank of British actresses!
Such is the enviable lot of Miss Marie Lohr,
who made the hit of the theatrical season by
her impersonation of Trilby in Mr. Michael
Morton's adapted play, "My Wife," produced
at the Haymarket Theatre last month.
Miss Lohr is a living refutation of the old
false cry that the young talent of the stage is
never allowed a chance. Managers and
dramatists are constantly on the watch for
young actors and actresses with real talent and
serious ambition, but it is only now and again
that they are rewarded for their pains.
Miss Lohr, it is true, has certain natural
advantages over her sisters. A daughter of
that finished actress, Miss Kate Bishop, she is
also a niece of that fine comedian, Mr. Alfred
Bishop, who was so long associated with Sir
Charles Wyndham. Moreover, she has toured
with Mr. Kendal—an education in itself.
An "Express" representative found Miss
Lohr poring over a sheet of congratulatory
telegrams.
Miss Lohr is more than merely pretty; there
is character in the oval face, framed with wavy
fair hair, and enthusiasm in the bright blue eyes.
The red cherries which nodded over her burnt-
straw hat and the simple frock which she wore
completed a picture of fresh girlish grace.
"It seems like a dream, and I'm not quite
sure yet whether I am awake or not," she said.
"My dream, I may tell you, was to play a big
part in a London theatre, and now it has come
true, and I am told I was a success."
"I have played in London before—the part
of Rosie Mackenzie in 'Colonel Newcome,' at
Mr. Tree's theatre—but I owe much to Mr. and
Mrs. Kendal, with whom I have toured the
provinces. There is no finer teacher than Mrs.
Kendal."
"When did I make my first appearance on
the stage? Well, it was in Sydney, New South
Wales, where I was born, and I was exactly
three years old. Later on I often appeared
with my mother, and a great many of my
holidays when I was at Bedford Park School,
in this country, were spent in serious stage
work. I am now a 'xion' in my spare time to
polish up my French and music."

NEW LABEL

FOR

WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER
"E" LITHOGRAPHED IN BLACK, IS ALSO SHAPED IN GOLD; WHILE THE THREE
CENTRAL LINES "WATSON'S VERY OLD LIQUEUR WHISKY" ARE
LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.
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The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

**DINNEFORD'S
MAGNESIA**

MAGNESIA

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Effective Aperient
for
Regular Use.

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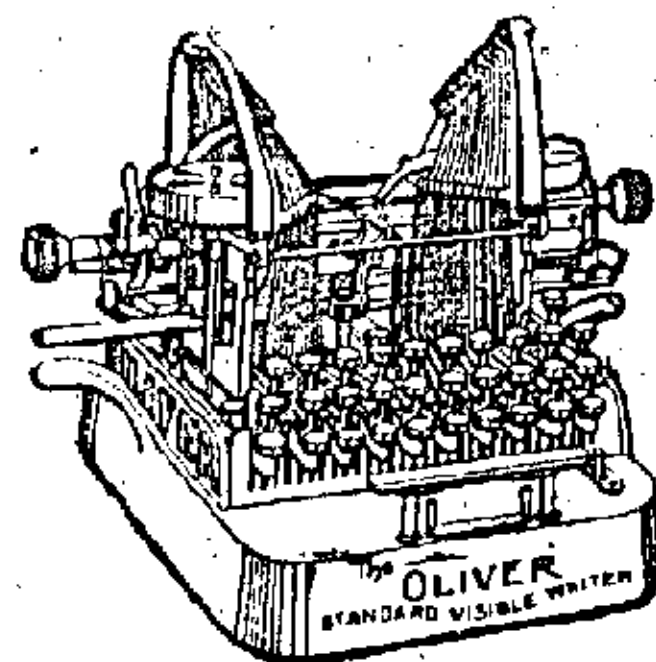
**BENGER'S
FOOD**

A Food of great nutritive value which
can be made suitable for any degree of
digestive power by the simple process of
letting it stand for a longer or shorter
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated
and increasing amount of exercise for the digestive functions is
beneficial. Benger's Food is the only food which can be pre-
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

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Hongkong, 11th June, 1906.

[1055]

A LIGHT NOURISHMENT FOR GENERAL USE.

Allenburys' DIET

The "Allenburys' DIET is for Adults and is quite distinct from the "Allenburys' Foods for Infants."
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This DIET is recommended in place
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Whilst acceptable to all as a light
nourishment it is particularly adapted
to the needs of Dyspeptics, Invalids
and the Aged.

The "Allenburys' DIET is readily
digested by those who cannot take
cow's milk, and is particularly service-
able in convalescence.

The "Allenburys' DIET is made in
a minute by the addition of boiling
water only.

SHIPPING.

ARRIVALS.

BOULEVARD, French str., 297, Le Boul, 29th June
— Saigon 27th June, General—Chinese.
CRIMM, British str., 1,143, J. Warrack, 30th
June—Haiphong and Hoihow 29th June,
General—Butterfield & Swire.
DAGNY, Norwegian str., 583, O. Abrahamson,
30th June—Italy 23rd June, Beans—
Angard, Thorsen & Co.
EMPIRE, British str., 2,413, P. T. Holmes, 29th
June—Melbourne via Manila 23rd May,
General—Gibb, Livingston & Co.
EMPEROR OF INDIA, British str., 3,032, E.
Beetham, 30th June—Vancouver 11th
June, Flour and General—C.P.R. & Co.
FLORA, British str., 4,301, H. Grant Dal-
ton, 30th June—Wellington 29th June.
FOOTON, British str., 1,228, W. Miller, 30th
June—Mojl 24th June, Coal—Butterfield
& Swire.
FRI, Norwegian str., 30th June—Canton.
GIPAN MARU, Japanese str., 2,331, Ohno, 29th
June—Mojl 23rd June, Coal—Osaka
Floten Kaisha.
HAWK, British str., 636, A. J. Robson, 30th
June—Coast Ports via Swatow 29th June,
General—Douglas, Lyall & Co.
HANGSANG, British str., 1,356, S. Wilde, 30th
June—Shanghai 27th June, General—
Jardine, Matheson & Co.
HANI, French str., 781, Morlees, 30th June—
Haiphong 29th June and Hoihow 29th
June, General—A.R. Marly.
JOHANN, German str., 932, Ipland, 29th
June—Haiphong 29th June and Hoihow
29th June, General—Jensen & Co.
JOSEPH, British str., 702, H. S.
Smith, 29th June—Tientsin 25th June,
General—Osaka Shosen Kaisha.
KASHIMA MARU, Japanese str., 1,746, M. Nisi,
30th June—Japan 24th June, Coal—
Fukuso & Co.
KANKO MARU, Japanese str., 1,361, K. Asai,
29th June—Saigon 24th June, Rice—Dod-
well & Co.
KIKYANG, British str., 30th June—Canton.
KUNTSBERG, German str., 646, F. Kaiser, 30th
June—Macao 29th June, General—Jensen &
Co.
KWANGLER, Chinese str., 1,468, R. Lincoln,
29th June—Shanghai 26th June, General—
Chinsee.
KWANGTAI, Chinese str., 30th June—Canton.
LANGCHOW, British str., 1,200, Harder, 28th
June—Hongkong 26th June, Coal—Butter-
field & Swire.
MANILA, German str., 1,108, J. Minssen, 29th
June—Manila, Australian Ports and New
Guinea 26th June, General—Melchers &
Co.
MAUSANG, British str., 1,444, R. Houghton,
29th June—Saigon 24th June, General—
Jardine, Matheson & Co.
PETERHART, German str., 1,356, W. Hoff, 30th
June—Bangkok 21st June, Rice and Lim-
ber—Malcho & Co.
PORTGONG, German str., 998, W. Botschir,
29th June—Bangkok 21st June, Wood and
Rice—Butterfield & Swire.
SULLBERG, German str., 782, C. Luppi, 30th
June—Haiphong 27th June, Coals—
Siemens & Co.
TAIKONAN MARU, Jap. str., 3,216, I. Fukui,
29th June—Kobe 24th June, Coal
Mitsui Bussan Kaisha.
TAMING, British str., 1,350, A. W. Oster-
bridge, 29th June—Manila 26th June,
General—Butterfield & Swire.

DEPARTURES.

29th June.
ALDENHAM, British str., for Australia.
BENAVON, British str., for London.
CAPE CORSE, British str., for Moji.
CARY, British str., for Shanghai.
CHRYSA, British str., for Shanghai.
C. DIEDERICHSEN, German str., for Haiphong.
DEVANIA, British str., for London.
FUKUSHU MARU, Japanese str., for Swatow.
HAKAN, British str., for Swatow.
HONG MOH, Chinese str., for Amoy.
KANJU MARU, Japanese str., for Shanghai.
KWIENHAI, British str., for Canton.
NICHIRI MARU, Jap. str., for Keelung.
RIVERDALE, British str., for Surabaya.
ROLAND, British str., for Zamboanga.
RUB, British str., for Manila.
SADO MARU, Japanese str., for Yokohama.
SEIKO MARU, Japanese str., for Focchow.
SOCOTRA, British str., for Singapore.
STETTIN, British str., for Swatow.
SULTAN V. LANGKAT, Dutch str., for Singapore.
SUMATRA, German str., for Saigon.
SUNGKIAN, British str., for Cebu.
YUJINA MARU, Japanese str., for Moji.
YERAN MARU, Jap. str., for Kanton.
JOSHIN MARU, Japanese str., for Swatow.
LOCKRUS, German str., for Swatow.

SHIPPING REPORTS.

The Japanese str. *Joshin Maru* reports: Fresh
gale across Formosa Channel, thence due.
The British str. *Focchow* reports: Fine
weather and smooth sea throughout the trip.
The British str. *Hakusan* reports: Typhoon
night of Thursday 27th going up Formosa
Channel, Swatow to Hongkong light S. W.
wind and cloudy.
The British str. *Taming* reports: Strong to
light S. S. W. wind and heavy sea dull cloudy
weather with hard squalls of wind and rain.
The Brit. str. *Empire* reports: Fine weather
prevailed until our leaving Manila when strong
W. S. W. to S. S. W. winds were experienced
with heavy confused sea and rain squalls.

VESSELS IN DOCK.

ABREDEEN DOCKS.—*Katherine Park*,
Kowloon DOCKS.—*Tydatap*, *Hupah*, *Wang-
sang*, *Chasing*, *Peachbloss*, *Progress*, *Japan*,
Amiga.
COSMOPOLITAN DOCKS.—*Kaipan*, *Borneo*,
Yachting.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

Captain J. G. Offiant, will be despatched
for the above Ports TO-MORROW, the
2nd July, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 28th June 1907. 933

REGULAR STEAMSHIP SERVICE

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COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "BRAEMAR" ... 2nd July, at Noon.

FOR BOSTON AND NEW YORK

S.S. "SAINT PATRICK" ... 9th July.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 25th June, 1907. 737

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. N. O. S. N. Co.	About 17th inst.
MARSEILLES, AC, VIA PORTS OF CALL	EVYEN	French str.	—	Barillon	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.
MARSEILLES, HAYRE, COPENHAGEN, & C.	CATHAY	Dan. str.	—	—	MELCHERS & Co.	Bag. of Ang.
DUNKIRK COPENHAGEN, & ST. PETERSBURG	PETRONIA	Dan. str.	—	—	MELCHERS & Co.	Quick despatch.
HAYRE & HAMBURG VIA STRAITS, AC.	SPERZA	Ger. str.	k.w.	Broek	HAMBURG-AMERIKA LINIE	On 23rd inst.
NAPLES, HAYRE & HAMBURG	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 20th August.
NAPLES, GENOA, GIBRALTAR SOUTHAMPTON & C.	SILEZIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 12th inst.
NAPLES, PLYMOUTH, HAYRE & HAMBURG	ROON	Ger. str.	k.w.	G. Meiners	MELCHERS & Co.	On 3rd inst., at Noon.
TRIESTE, AC, VIA SINGAPORE, & C.	SCANDIA	Ger. str.	k.w.	von Dobron	HAMBURG-AMERIKA LINIE	On 7th August.
NEW YORK	BRAMER	Brit. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 4th Sept.
VANCOUVER VIA SHANGHAI JAPAN, & C.	E. F. FERDINAND	Brit. str.	—	Malcorich	SANDER, WIELER & Co.	To-morrow, P.M.
VANCOUVER VIA SHANGHAI JAPAN, & C.	BRAMER	Brit. str.	—	Malcorich	SANDER, WIELER & Co.	To-morrow, at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	VANDALIA	Brit. str.	—	Frank	HAMBURG-AMERIKA LINIE	On 20th inst.
CALLAO, IQUIQUE, VIA JAPAN PORTS, & C.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co.	On 4th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	ATHENIAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 17th inst., at Noon.
YOKOHAMA AND KOBE	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & Co., LTD.	On 7th Aug.
TSINGTAO, CHEFOO & NEWCHUWANG	KATHERINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	About 18th inst.
SHANGHAI, CHINGWANTAO, YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	G. W. Fidy	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 18th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHINGTAO	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRAGATA MARU	Jap. str.	—	Yoshihira	BUTTERFIELD & SWIRE	On 4th inst., at Daylight.
SWATOW & SHANGHAI	KWEIYANG	Brit. str.	—	Dowson	MELCHERS & Co.	Quick despatch.
SWATOW, AMOY & FOCCHOW	CATHAY	Dan. str.	—	—	HAMBURG-AMERIKA LINIE LTD	On 7th inst.
SWATOW & SHANGHAI	AMBRIA	Ger. str.	k.w.	v. Dohren	MELCHERS & Co.	About 3rd inst.
SWATOW, CHEFOO & TIEN TSI	SCANDIA	Ger. str.	—	C. Wollemans	MELCHERS & Co.	On 3rd inst., at 4 P.M.
SWATOW & SHANGHAI	PRINZ LUDWIG	Ger. str.	—	Spencer Wilde	JARDINE, MATHESON & Co.	About 5th inst.
HOIHOW & HAIPHONG	HANGSANG	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 4th inst., at 4 P.M.
MANILA	SILEZIA	Brit. str.	—	H. Harder	BUTTERFIELD & SWIRE	On 7th inst., at 9 A.M.
MANILA	LIANGCHOW	Brit. str.	—	Hupah	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	FOCHOW	Brit. str.	—	A. J. Robson	DOUGLAS LARPAK & Co.	To-day, at 4 P.M.
MANILA	BAINUN	Brit. str.	2h.	H. A. Wavell	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
MANILA	KIKIANG	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
MANILA	AECHOW	Brit. str.	—	F. D. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
MANILA	SHAOHUNG	Brit. str.	—	Imbhen	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	CHIHUI	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 5th inst., at Noon.
MANILA	TAMING	Brit. str.	—	—	SHAWAN, TOMES & Co.	On 13th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 3 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Almond	DAVID SASSOON & Co., LTD.	To-morrow at 3 P.M.
MANILA	RUBI	Brit. str.	—	P. H. Rolfe	DAVID SASSOON & Co., LTD.	About 6th inst.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	J. G. Offiant	JAVA-CHINA-JAPAN LINE	
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	Jarriarise		
BATAVIA, CHERIB N. SAMARANG, & C.	TWILONG	Dut. str.	—			

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 6th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 13th July, Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st July, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 4th March, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, CHINGWANTAO, YOKOHAMA and KOBE	"CATHAY"	About 26th June
DUNKIRK, COPENHAGEN and ST. PETERSBURG	"PETRONIA"	About 26th June.
MARSEILLES, HAYRE, COPEN- HAGEN & BALTIC PORTS	"CATHAY"	Bag. of August

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SHANGHAI	"HANGSANG"	Wed. day, 3rd July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 5th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 5th July, 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single S 65. Return \$100.
Singapore to Calcutta " " 105. " 170.
Calcutta " " 165. " 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze
Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 29th June, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "ERENANIA," "HAMBURG" and "HOHENSTAUFEN." These
steamers offer to the public the highest comfort yet attained in ocean travelling. They
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are
amidship and fitted with fans. Laundry on Board. Doctor and Stewardsess carried.
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be
had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 5th July

HAMBURG ... 1st August

ERENANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN,

SUEZ, PORT SAID, NAPLES,

PLYMOUTH, HAVRE, & HAMBURG

SILEZIA ... 12th July

SCANDIA ... 7th August

HAMBURG ... 4th September

ERENANIA ... 4th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th July

AMBRIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 7th July

SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th July

BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 27th July

HAMBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Aug.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THIRTE, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and
Persian Gulf Ports.

SILEZIA ... NAPLES, HAYRE & HAMBURG ... 12th July

SPERZA ... HAYRE & HAMBURG ... 23rd July

SCANDIA ... NAPLES, HAYRE & HAMBURG ... 7th Aug.

SAXONIA ... HAYRE & HAMBURG ... 20th Aug.

HAMBURG ... NAPLES, PLYMOUTH, HAYRE & HAMBURG ... 4th Sept.

* Special attention of intending Passengers is drawn to the splendid accommodation of this
Steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified
Doctor and stewardsess carried. Laundry on board.

VANDALIA ... NEW YORK ... 20th July.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,406	F. V. Roberts	About 7th Aug.
TREMONT	9,406	T. W. Garlick	8th Sept.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 4th March, 1907.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

PIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI

ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship.

"E. FR. FERDINAND."

Captain Matcovich, will be despatched as above

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	SIMLA	About 5th July.	Freight and Passage.
LONDON, and ANTWERP	SYRIA	About 17th July.	Freight and Passage.

For further Particulars, apply to
B. A. HEWETT,
Superintendent

Hongkong, 27th June, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SWATOW and SHANGHAI	"KIUKIANG"	On 1st July, 4 P.M.
HOIHOW and HAIPHONG	"CHIHLI"	On 2nd July, Daylight
MANILA	"TAMING"	On 2nd July, 4 P.M.
NINGPO and SHANGHAI	"LIANGCHOW"	On 4th July, 4 P.M.
SWATOW, CHEFOO and TIENTSIN	"KWEIYANG"	On 5th July, 4 P.M.
TSINGTAO, CHEFOO and NEWCHANG	"KWEIYANG"	On 5th July, 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 6th July, 4 P.M.
SWATOW and SHANGHAI	"FOOCHOW"	On 7th July, 9 A.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th July, 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 11th July, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS
HONGKONG 1st July, 1907.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	"ROON"	Wednesday 3rd July, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About Wednesday, 3rd July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th July, at Noon.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 1st July, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th June, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th July	22nd July	
"ATHENIAN"	3,882	WEDNESDAY, 17th July	10th August	
"EMPERESS OF INDIA"	6,000	THURSDAY, 1st Aug.	19th August	
"MONTEAGLE"	6,163	WEDNESDAY, 14th Aug.	7th Sept.	
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Aug.	16th Sept.	
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers... 240, and 2nd Class Railways... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D.W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June
TJIBODAS	JAVA	First half of July	JAPAN	First half of July
TJILATJAP	IN PORT		JAVA PORTS	First half of July
TJIMAH	JAVA	First half of July	JAPAN	First half of July
TJIPANAS	JAPAN	First half of July	JAVA PORTS	First half of July
TJIKINI	JAPAN	Second half of July	JAVA PORTS	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 17th June, 1907.

Telephone No. 375.

NOTICES TO CONSIGNEES

S.S. "ERNEST-SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordouan" and "Macedonia" from Havre ex s.s. "Cordouan" from Bordeaux ex s.s. "Verlorenkruis" and "Frederic Morel" in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st July, 1907, at Noon, will be subject to rest and landing charges.

All claims must be sent in to me on or before the 1st July, 1907, or they will not be recognised.

All damaged packages will be examined on Monday, the 1st July, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th June, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARIG,"

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rest.

All claims against the Steamer must be presented to the Undersigned on or before the 9th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1907. 1120

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "TUDOR PRINCE,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rest.

All claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & CO., Agents.

Hongkong, 28th June, 1907. 1127

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-day.

Goods not cleared by the 2nd July, will be subject to rest.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 5th July, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 27th June, 1907. 1134

NOTICE TO CONSIGNEES

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Thursday, the 27th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 9.30 A.M.

All Claims must reach us before the 9th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THE EAST ASIATIC CO. LTD.,
MELCHERS & CO.,
Agents.
Hongkong, 27th June, 1907.

Hongkong, 27th June, 1907. 9

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHINA,"

FROM LONDON, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, 180, ex s.s. "Macedonia,"
From Persian Gulf, ex s.s. "B. I. S. N. & B. P. S. N. Co.'s Steamers."

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd July, at 4 P.M., will be subject to rest.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 26th June, 1907.

Hongkong, 26th June, 1907. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"ERZB. FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 5th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th July, will be subject to rest.

Bills of Lading will be countersigned by SANDELL, WIELER & CO., Agents.

Hongkong, 28th June, 1907. 3

Hongkong, 28th June, 1907.

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Hongkong, 28th June, 1907.

ON SALE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.

WITH HIGH ABRE INCORPORATED THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

FOR 1907.

THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, its History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,750, 10/6. Directory only pp. 1,300, 8/6.

The Directories and Descriptions are of

China, Japan, Korea, Indo-China, Siam, Straits Settlements, Malay States, Netherlands, India, Philippines, Borneo, &c.

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